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CENTRAL INTELLIGENCE AGENCY  
SOURCES METHODS EXEMPTION 3 8 2 8  
NAZI WAR CRIMES DISCLOSURE ACT  
DATE 2007

TRANSMITTAL SLIP		
TO:	DATE 2/20	
BUILDING	ROOM NO.	
REMARKS:  Pls. Comply "Editing" should include removal of section 8 area.		
FROM:		
BUILDING	ROOM NO.	EXTENSION

FORM NO. 36-8  
SEP 1948

UNCLASSIFIED RESTRICTED CONFIDENTIAL SECRET  
(SENDER WILL CIRCLE CLASSIFICATION TOP AND BOTTOM)

CENTRAL INTELLIGENCE AGENCY  
OFFICIAL ROUTING SLIP

TO	INITIALS	DATE
1	C ] COP	12/19
2	2b ] FBI	
3	Pls prepare edited version for Brits.	
4		
5		
FROM	INITIALS	DATE
1	C ] ASO	12/19/49
2		
3		

APPROVAL       INFORMATION       SIGNATURE  
 ACTION       DIRECT REPLY       RETURN  
 COMMENT       PREPARATION OF REPLY       DISPATCH  
 CONCURRENCE       RECOMMENDATION       FILE

REMARKS:

SECRET CONFIDENTIAL RESTRICTED UNCLASSIFIED

FORM NO. 100-1000

Friend-Tai w/Brte

411

~~SECRET~~

19 December 1949

MEMORANDUM FOR: [ ]

SUBJECT : Testing of Special Communications Equipment  
to be Used in Connection with BGFIEND

*the infiltration phase of*

1. During the period 7-16 December 1949 a series of air-ground and ground-air tests were conducted to determine the adequacy of the special Commo equipment which has been <sup>set aside</sup> purchased for use in BGFIEND.

The installation was made in a C-47 aircraft which, as you know, is the type <sup>presently</sup> ~~contemplated~~ <sup>for use</sup> in actual operations. A box containing the transmitters and receivers <sup>were</sup> installed in the forward section of the cargo compartment just behind the bulkhead which separates the cargo compartment from the radio-operator and navigator compartment. The operator's equipment position, including the tape recording and sending equipment, was installed in the radio-operator and navigator compartment. The layout appeared to be entirely satisfactory and our equipment <sup>did not</sup> interfere in <sup>any</sup> way with <sup>the operation of</sup> the aircraft's normal electrical system. The equipment withstood the normal vibrational stresses, landing and taxiing shocks, and temperature changes prevalent in climbing to and flying at varying altitudes <sup>between</sup> sea-level to 12,000 feet.

2. The equipment worked extremely well on the test missions which were designed to simulate, in so far as possible, the actual field operational problem. The ground stations were located along the ~~Skyline drive~~ <sup>a mountain ridge</sup> under varying conditions of terrain, etc., and good two-way reception was accomplished <sup>while</sup> flying parallel courses <sup>up to 100 miles from the ground</sup> locations with the aircraft maintaining 8,000 feet altitude. At 120 miles distant, reception was satisfactory with the aircraft flying at 10,000 ft., and at 140 miles distant satisfactory two-way reception was still being maintained with the aircraft maintaining a 10,000 ft. altitude. Recorded tape messages were transmitted and received <sup>at distances</sup> ~~very well on all courses and~~ As a result of the ~~satisfactory results obtained in tests~~ <sup>satisfactory results obtained in tests</sup> conducted on Friday, 16 December, 1949, it was concluded by myself and the Commo personnel involved that the equipment meets the operational requirements contemplated for BGFIEND.

3. The aircraft has been returned to the Air Force and our equipment will be removed today, the 19th of December, 1949.

ASQ

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